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CENTRAL INTELLIGENCE AGENCY

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1. The factory airfield was 8 to 10 km north of Kazan (49°8' N/55°46' E), Tatar ASSR, and 3 to 4 km west of Derbyshki (49°12' N/55°32' E).\* There were two large and modern hangars, painted blue-gray. The workshops of the aircraft plant were in the woods just south of the hangars. Aircraft of all types, mostly twin-engine and four-engine planes, landed at the field.\*\*
2. The military airfield was east of Kazan, 6 to 8 km south of Derbyshki.\* Ten to twelve blocks of four-story air force barracks buildings were along the Kazan-Derbyshki road, west of the field. The field was occupied by:
  - a. Twenty-five to thirty Bata fighters: Radial engine, short and stubby, retractable landing gear.

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b. Twin-engine bombers.

c. Four-engine aircraft: Four in-line engines, leading edge of wings straight, trailing edge tapering, single rudder assembly, tail of fuselage looking like rear gunner's station, section of fuselage forward of wings shorter than aft of it, landing gear retracting rearward.

d. Single-engine biplanes and high-wing monoplanes. \*\*\*

3. Flying over the military airfield was generally very heavy, an average of 60 to 80 aircraft being in the air at the same time. Fighters and bombers made individual and formation flights.
4. The factory airfield adjacent to the aircraft plant was several km in width and length. Three runways leading from a taxiway in the southwest section of the field to the north, northeast, and east were constructed in 1947. The runway was built by a fatigue battalion and the construction material was hauled from a silicate plant 5 km west of the field.
5. A military and civilian airfield was east of Kazan (observation made from a distance). There was day and night flying with commercial planes and twin-engine bombers with in-line engines and double rudder assembly.

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Comment: Although the information is old, the report confirms and supplements available information on both airfields near Kazan.

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Comment: The information on the presence of twin-engine and four-engine aircraft at the factory airfield is considered correct for the period of observation since, at that time, mass production of twin-engine Pe-2s had not come to an end but was being done together with the production of the four-engine B-29 type.

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Comment: The variety of aircraft observed at the military and commercial airfield makes it difficult to determine their types. From previous reports and this information, however, it is fairly certain that a four-engine unit which was also equipped with twin-engine bombers for training purposes was stationed at the field. According to previous reports jet fighters were also observed at the military and commercial airfields.

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